

in considering other split modifications, the Agency stated:

[T]here is no clear evidence—to say nothing of a scientific consensus—that a 6-hour (or shorter) sleeper-berth period is long enough to prevent cumulative fatigue. That is especially obvious since drivers cannot be expected to fall asleep immediately. The 7-hour period adopted in this final rule allows enough time for drivers to relax, decompress, and obtain more than 6 hours of sleep. Having examined a wide range of sleep and fatigue studies, which fail to converge on a single result, the Agency has concluded that the proposed 7/3 split is both scientifically reasonable and responsive to the needs of the driver population for greater flexibility.

Although a large number of commenters supported Mr. Killmer's request, they did not provide any evidence to demonstrate that the exemption was likely to provide a level of safety equivalent to the current regulatory requirements. The Agency acknowledges the commenters' concerns relating to truck parking; however, those concerns are not a valid basis for evaluating the application, as the Agency must base its decision on the requirement for an equivalent level of safety.

For the above reasons, the exemption application is denied.

**Earl Stanley Adams Jr.,**

*Deputy Administrator.*

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**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2020-0133]

#### Decommissioning and Disposition of the National Historic Landmark Vessel N.S. Savannah; Establishment of the Peer Review Group; and Schedule of PRG Meetings

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations, the Maritime Administration (MARAD) has developed and executed a Programmatic Agreement (PA) among the U.S. Department of Transportation, MARAD, the U.S. Nuclear Regulatory Commission (NRC), the Advisory Council on Historic Preservation (ACHP), and the Maryland State Historic Preservation Officer (SHPO) for the Decommissioning and Disposition of

the Nuclear Ship Savannah (NSS). The PA executed on March 17, 2023, outlines the process for the decommissioning and disposition of the NSS. The PA is available for review on the MARAD docket located at [www.regulations.gov](http://www.regulations.gov) under docket id "MARAD-2020-0133." Stipulation II of the PA establishes a Peer Review Group (PRG) and affords the public an opportunity to participate in PRG activities, including attending meetings and reviewing draft deliverables developed as part of the PA. MARAD encourages public participation and is providing the preliminary PRG meeting schedule for 2023 and 2024 in the **DATES** section below.

**DATES:** The PRG plans to meet every two months on the third Tuesday of the month from 2:30–4:00 p.m. Eastern Time. The preliminary meeting schedule for 2023 through 2024 is as follows:

- 2023: July 18, September 19, November 21
- 2024: January 16, March 19, May 21, July 16, September 17, November 19

**ADDRESSES:** PRG meetings will be hosted onboard the NSS with remote access available to participate online. The NSS is located at Pier 13 Canton Marine Terminal, 4601 Newgate Avenue, Baltimore, MD 21124.

**FOR FURTHER INFORMATION CONTACT:**

Erhard W. Koehler, (202) 680-2066 or via email at [marad.history@dot.gov](mailto:marad.history@dot.gov). Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 to contact the above individual during business hours. The FIRS is available twenty-four hours a day, seven days a week, to leave a message or question. You will receive a reply during normal business hours. You may send mail to N.S. Savannah/Savannah Technical Staff, Pier 13 Canton Marine Terminal, 4601 Newgate Avenue, Baltimore, MD 21224, ATTN: Erhard Koehler.

**SUPPLEMENTARY INFORMATION:**

**Background**

Built in 1959, NSS is the world's first nuclear-powered merchant ship and served as a signature element of President Eisenhower's Atoms for Peace program. While in service, NSS demonstrated the peaceful use of atomic power and explored the feasibility of nuclear-powered merchant vessels. The vessel was retired from active service in 1970. It was designated as a National Historic Landmark (NHL) in 1991. NSS is currently part of MARAD's National Defense Reserve Fleet (NDRF) in retention status. Additional information

regarding the vessel is available at <https://www.maritime.dot.gov/nssavannah>.

The NSS nuclear power plant is licensed by the NRC. MARAD is decommissioning the nuclear power plant, which will result in the termination of the NRC license. The license termination will lead to MARAD's disposition of the NSS. Because the decommissioning and disposition of the NSS is an Undertaking under Section 106 of the NHPA, MARAD initiated consultation in 2018 with the Maryland SHPO, the ACHP, the NRC, the National Park Service (NPS) and other consulting parties. Given the complexities of the Undertaking, including the yet undetermined disposition of the NSS, the parties agreed to develop a PA to guide the execution of the Undertaking.

Section 106 requires that federal agencies consider views of the public regarding their Undertakings; therefore, in 2020, MARAD established a Federal docket at <https://www.regulations.gov/docket/MARAD-2020-0133> to provide public notice about the NSS Undertaking. The federal docket was also used in 2021 to solicit public comments on the future uses of the NSS. Moving forward, this same docket will be used as a resource to take in public comment, share information, and post agency actions.

On March 17, 2023, the PA among the U.S. Department of Transportation, MARAD, the NRC, the ACHP, and the Maryland SHPO for the Decommissioning and Disposition of the NSS was executed. The PA stipulates a deliberative process by which MARAD will consider the disposition of the NSS. This process requires MARAD to make an affirmative, good-faith effort to preserve the NSS. The PA also establishes the PRG in Stipulation II. The PRG is the mechanism for continuing consultation during the effective period of the PA and its members consist of the signatories and concurring parties to the PA, as well as other consulting parties, all of whom are recognized subject matter experts across various relevant fields and disciplines. The PRG members will provide individual input and guidance to MARAD, rather than building towards consensus group advice regarding the implementation of stipulations in the PA. PRG members and members of the public are invited to provide input by attending bi-monthly meetings and reviewing and commenting on deliverables developed as part of the PA.

**PRG Meeting Agenda**

The PRG meeting agenda will typically include (1) Welcome and introduction; (2) Previous meeting minutes review; (3) Program update; (4) Status of PA stipulations; (5) Review of any deliverables provided; (6) Comments on any deliverables (7) Other business; and (8) Date of next meeting. MARAD will publish meeting agendas in the **Federal Register** and on its website a minimum of one week before each meeting.

**Public Participation**

PRG meetings will be open to the public to attend in-person or virtually. MARAD will publish notices in advance of each meeting in the **Federal Register** and on MARAD's website that will provide meeting access information and other relevant information. MARAD posts will include information relative to the particular meeting, deliverables for review, and instructions on how best to provide public comment. Each meeting notice will direct members of the public who wish to participate to register their attendance through the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

**Note:** The NSS is not compliant with the Americans with Disabilities Act (ADA). The ship has some capability to accommodate persons with impaired mobility, for which advance notice is required. If you require accommodations to attend PRG meetings in-person, please include this information in your RSVP.

(Authority: 49 CFR 1.81 and 1.93; 36 CFR part 800; 5 U.S.C. 552b.)

By Order of the Maritime Administrator.  
**T. Mitchell Hudson, Jr.**,  
Secretary, Maritime Administration.

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**DEPARTMENT OF TRANSPORTATION****Office of the Secretary**

[Docket No. DOT-OST-2016-0023]

**Extension of a Previously Approved Collection: Public Charters**

**AGENCY:** Office of the Secretary

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, the Department of Transportation (DOT) invites the general public, industry and other governmental parties to comment on Public Charters. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following

information collection was published on April 21, 2023. No comments were received.

**DATES:** Written comments should be submitted by July 21, 2023.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW, Washington, DC 20503. Comments may also be sent via email to OMB at the following address: *oira\_submissions@omb.eop.gov*.

**FOR FURTHER INFORMATION CONTACT:** Ms. Reather Flemmings (202-366-1865) and Mr. Brett Kruger (202-366-8025), Office of the Secretary, Office of International Aviation, U.S. Air Carrier Licensing/Special Authorities Division-X44, 1200 New Jersey Ave. SE, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2106-0005.

*Title:* Public Charters, 14 CFR part 380.

*Form Numbers:* 4532, 4533, 4534, 4535.

*Type of Review:* Extension of a Previously Approved Collection: The current OMB inventory has not changed.

*Abstract:* 14 CFR part 380 establishes regulations embodying the Department's terms and conditions for Public Charter operators to conduct air transportation using direct air carriers. Public Charter operators arrange transportation for groups of people on chartered aircraft. This arrangement is often less expensive for the travelers than individually buying a ticket. Part 380 exempts charter operators from certain provisions of the U.S. code in order that they may provide this service. A primary goal of part 380 is to seek protection for the consumer.

Accordingly, the rule stipulates that the charter operator must file evidence (a prospectus—consisting of OST Forms 4532, 4533, 4534, 4535, and supporting financial documents) with the Department for each charter program certifying that it has entered into a binding contract with a direct air carrier to provide air transportation and that it has also entered into agreements with Department-approved financial institutions for the protection of charter participants' funds. The prospectus must be accepted by the Department prior to the operator's advertising, selling or operating the charter. If the prospectus information were not collected it would be extremely difficult to assure compliance with agency rules

and to assure that public security and other consumer protection requirements were in place for the traveling public. The information collected is available for public inspection (*unless the respondent specifically requests confidential treatment*). Part 380 does not provide any assurances of confidentiality.

*Burden Statement:* Completion of all forms in a prospectus can be accomplished in approximately two hours (30 minutes per form) for new filers and one hour for amendments (existing filings). The forms are simplified and request only basic information about the proposed programs and the private sector filer. The respondent can submit a filing to operate for up to one year and include as many flights as desired, in most cases. If an operator chooses to make changes to a previously approved charter operation, then the operator is required by regulations to file revisions to its original prospectus.

*Respondents:* Private Sector: Air carriers; tour operators; the general public (including groups and individuals, corporations and Universities or Colleges, etc.).

*Number of Respondents:* 245.

*Number of Responses:* 1,782.

*Total Annual Burden:* 891.

*Frequency of Responses:*

245 (respondents)  $\times$  4 = 980

401 (amendments *from the same respondents*)  $\times$  2 = 802

*Total estimated responses:* 980 + 802 = 1,782

The frequency of response is dependent upon whether the operator is requesting a new program or amending an existing prospectus. Variations occur due to the respondents' criteria. On average four responses (forms 4532, 4533, 4534 and/or 4535) are required for filing new prospectuses and two of the responses (forms) are required for amendments. The separate hour burden estimate is as follows:

*Total Annual Burden:* 891 hours.

Approximately 1,782 (responses)  $\times$  0.50 (per form) = 891

*Public Comments Invited:* (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information collection; and (d) ways to minimize the burden of the collection of information on respondents, by the use of electronic means, including the use of automated